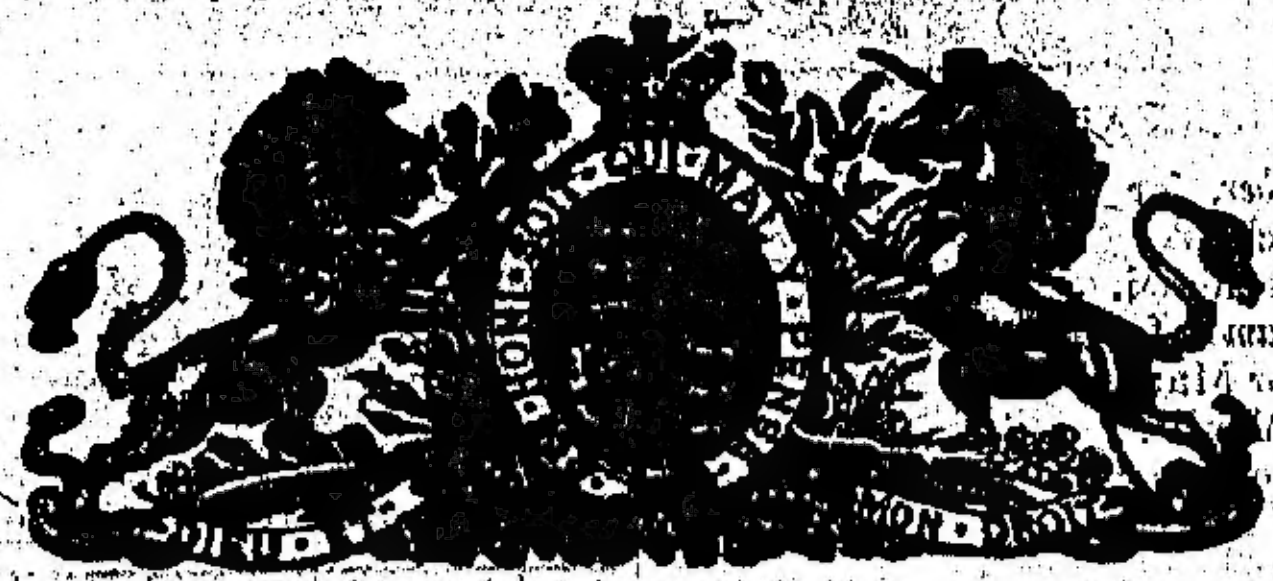


CHINA



MAIL.

Established February, 1845. With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXIV. No. 4645. 號四廿月五年八十七百八千一英

HONGKONG, FRIDAY, MAY 24, 1878.

日三十月四年庚戌

Price, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET, 30, Cornhill. GORDON & GOTH, Ludgate Circus. S. C. BATES, HENDY & CO., 4, Old Jewry. E. C. SAMUEL DRAGON & CO., 150 & 154, Leadenhall Street.

PARIS AND EUROPE:—LEON DE ROBERT, 19, Rue Monsieur, Paris.

NEW YORK:—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally:—BRAN & BLAIR, San Francisco.

SINGAPORE AND STRAITS:—SAYLE & CO., Square, Singapore. C. HEINZEL & CO., Manila.

CHINA:—MORSE A. A. DE MELLO & CO., Singapore, CAMPBELL & CO., Amoy, WILSON, NICHOLS & CO., Foochow, HENDERSON & CO., Shanghai, LANE, CRAWFORD & CO., and KELLY & WALKER, Yokohama, LANE, CRAWFORD & CO.

Bank.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars.
RESERVE FUND, 1,000,000 Dollars.

COURT OF DIRECTORS.

Chairman:—F. D. SARGENT, Esq.
Deputy Chairman:—W. H. FOSBERG, Esq.
E. R. BELLING, Esq. ADAM LIND, Esq.
H. DALRYMPLE, Esq. WILHELM REINERS, Esq.
H. HOPKINS, Esq. W. S. YOUNG, Esq.
Hon. W. KESWICK.

CHIEF MANAGER.

Hongkong, THOMAS JACKSON, Esq.

MANAGER.

Shanghai, EWE CAMERON, Esq.
LONDON BANKERS:—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Account at the rate of 1 per cent. per annum on the daily balance.
For Fixed Deposits:—
For 3 months, 2 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the other Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Offices of the Corporation,
No. 1, Queen's Road East,
Hongkong, February 27, 1878.

To Let.

TO BE LET.

With Possession from 31st Instant.

THAT Portion of No. 37, QUEEN'S ROAD CENTRAL, known as "THE MEDICAL HALL."

For particulars, apply to
TURNER & Co.
Hongkong, May 17, 1878. jcl7

TO LET.

THE MIDDLE FLOOR of No. 20, PRATA CENTRAL, consisting of 4 Rooms, Commodore's and Boy's Room, Cook House, &c.

For particulars, apply to
W. B. SPRATT & Co.
Hongkong, May 18, 1878. my20

TO LET.

THE Dwelling House No. 8, Mosque Terrace, possession from 15th April next.

Three Offices, in Club Chambers.
Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, March 4, 1878.

TO LET.

HOUSE No. 3, Queen's Road Central, with Godowns attached.

Houses No. 2, and 3, Seymour Terrace.
DAVID SARGENT, SOUS & CO.
Hongkong, January 4, 1878.

TO LET.

A SUBSTANTIALLY-BUILT BUNGALOW on SHAMEN, in Canton. Possession from 25th May.

Apply to
AHMEDHOY HABIBHOY.
Hongkong, May 6, 1878.

For Sale.

LAMBERT, ATKINSON & CO.

HAVE FOR SALE.

VEYRONS' FRENCH COFFEE MACHINES, Assorted Sizes, New System, with Automatic Lamp. COFFEE ROASTERS, and COFFEE MILLS.

SETS of GARDENING UTENSILS. GENTS' TOOL CHESTS. MASSEY'S PATENT LOGS. METALLIC MEASURING TAPES, in strong Leather Cases. SPIRIT LEVELS. HAMMERS. DOG COLLARS and CHAINS. SAILORS' SEWING and ROPING PALMS.

COPPER SIGNAL LAMPS, and MASTER HEAD LAMPS, fitted with Dioptric Lenses, according to the latest Admiralty regulations.

DIOPTRIC LENSES for Signal Lamps. PORTHOLE GLASSES, assorted sizes.

BOOKS.

TRAVELLER'S GUIDE BOOKS. LETT'S DIARIES, for 1878. NOVELS. SCHOOL BOOKS. WORKS of REFERENCE and GIFT BOOKS.

SHEET MUSIC and SONGS. IMPERIAL TRACING PAPER. RODGER'S CELEBRATED CUTLERY. MARVIN, BRO.'S SCISSORS. MANIFOLD WRITERS. LETTER SCALES. STATIONERY of ALL KINDS. BROWN WRAPPING PAPER. CARD-BOARD, Assorted Colours. DATE BACKS. INVOICE FILES. QUILL PEN-MAKING MACHINES. UNDERWOOD'S BLACK WRITING INK. MAUVE INK. MAYNARD & NOYES' WRITING and COPYING INK. MUCLAGE, &c., &c., &c.

KELLY & WALKER'S

CELEBRATED SMOKING MIXTURE, and

HAPPY THOUGHT TOBACCO.

Very Fine MANILA CIGARS, CIGARETTES, &c., &c.
BACON & PERKINS' PORTER, in Hides and Kilderkins.
Finest CHERBOURG BUTTER, in Bottles.
Hongkong, May 6, 1878.

CHINA SUGAR REFINING COMPANY, LIMITED.

THIS REFINERY MANUFACTURES

LOAF SUGAR, (in 5, 10, and 15 lbs. Loaves.)
Cut and Powdered LOAF SUGAR.
CUBE SUGAR (Lyle's Patent), shortly.
CRYSTALLIZED SUGAR, mark C. S. R. (in diamond) A III*.
Fine WHITE SUGAR, mark C. S. R. (in diamond) A III*.
Medium WHITE SUGAR, mark C. S. R. (in diamond) A II*.
Fine YELLOW SUGAR, mark C. S. R. (in diamond) A II*.
COFFEE SUGAR, mark C. S. R. (in diamond) B I.
GOLDEN SYRUP, SYRUP, and MOLASSES.
SPIRITS of WINE and LAMP SPIRIT. RUM, 45°, 50°, O. P., and Naval. ANIMAL CHARCOAL and DUST. AMMONIACAL LIQUOR, from Bones. BONE TAR (a preserve of white ants.) ROUGH BONE TALLOW.

Packed in Quantities and Packages to suit Customers.

Particulars and Prices on application to
THE MANAGER,
CHINA SUGAR REFINING Co., LIMITED,
East Point, Hongkong.
March 5, 1878. ss5

COAL.

BEST QUALITY CARDIFF STEAM COAL for Sale, ex Godown.

Apply to
BATTLES & Co.
Hongkong, December 8, 1877.

FOR SALE.

THE 90 A 1 BRITISH STEAMSHIP "ARGENTINO."

815 Tons Register (1428 Tons Gross). For Particulars, apply to the Captain on Board.
Hongkong, May 4, 1878. jcl4

NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Parts I and II, A to M, with Introduction. Royal 8vo, pp. 404. By ERNEST JOHN EITEL, Ph.D. Tubingen.
Price: FIVE DOLLARS, or TWO DOLLARS AND A HALF per Part.

To be had from Messrs LANE, CRAWFORD & Co., Hongkong and Shanghai; and Messrs KELLY & WALKER, Shanghai.
Hongkong, March 1, 1878.

For Sale.

FOR SALE.

ICE CHESTS, THE LATEST AMERICAN IMPROVEMENT. ICE PAILS, Plates and Tongs. AMERICAN PORCELAIN-LINED ICE PITCHERS. POCKET SIPHONIAS, Weight only 12 OUNCES. AUTOMATON UMBRELLAS. The New BROWN and BLACK FELT HATS. Summer STRAW HATS. FORD'S EUREKA SHIRTS, COLLARS ATTACHED. REMINGTON MATCH RIFLES. SHORT SNIDERS, with SWORD BAYONETS. NEW STYLES in FRENCH BRACES. Very Fine MANILA CIGARS, \$9.50 per Box of 500. AIR CUSHIONS and BEDS. SWIMMING BELTS. THIN SILK SCARVES for Summer. Light French Summer BOOTS and SHOES. A Large Collection of OLEOGRAPHS. COIR DOOR MATS, in all Sizes. HAND VALISES. BARON LIEBIG'S FOOD for ADULTS, a complete substitute for COD LIVER OIL. BARON LIEBIG'S FOOD for INFANTS—out of 1,000 Children fed on this Food, the mortality in one year amounted to only Four Deaths, and these were hopeless, or nearly so, before being put on this Food diet. The New Food Warmer, THE MOTHER'S FRIEND, keeps Food Warm for 12 hours. FRENCH COFFEE MACHINES. MAPLE SYRUP. FRUIT and LIME-JUICE SYRUPS.

LANE, CRAWFORD & Co.

Hongkong, May 9, 1878.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on
MONDAY,
the 27th May, 1878, at Noon, on the Premises,—

ALL that PIECE or PARCEL of GROUND, situated near the No. 1 Police Station, East Point, and Registered in the Land Office as Inland Lot No. 483, Containing 5,000 Square Feet, together with the 6 Houses built thereon.

TERMS of SALE.—One-half of the purchase money to be paid on the fall of the hammer, and the balance on completion of the Deed of Transfer, the expenses of which to be paid by the purchaser, and the property to be at the risk of the purchaser from the fall of the hammer.

J. M. ARMSTRONG, Auctioneer.

Hongkong, May 16, 1878. my27

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on
MONDAY,
the 27th May, 1878, at 12.30 p.m., on the Premises,—

ALL those PIECES or PARCELS of GROUND, situated in Fook-hing Lane, Jardine's Bazaar, East Point, and Registered in the Land Office as Inland Lots Nos. 317, 319, 458, 459, and 460. For further particulars, apply to the Undersigned.

TERMS of SALE.—One-half of the purchase money to be paid on fall of the hammer, and the Balance on completion of the Deed of Transfer, the expenses of which to be paid by the purchaser, and the property to be at the risk of the purchaser from the fall of the hammer.

J. M. ARMSTRONG, Auctioneer.

Hongkong, May 16, 1878. my27

Intimations.

ORIENTAL SUGAR REFINERY.

THE Undersigned, having effected a LEASE of the above PROPERTY, PLANT, &c., have to request that, until further notice, all COMMUNICATIONS with reference to the Business of the said Refinery be MADE TO THEM, either at their Offices, Queen's Road, or at the Refinery Premises.

ADAMSON, BELL & Co.
Hongkong, May 23, 1878. my30

DENTAL NOTICE.

D. B. ROGERS begs to intimate to his Friends that he is about to visit SHANGHAI, and will be absent from Hongkong from April 1st to June 15th.
Hongkong, March 4, 1878.

STANDARD FIRE OFFICE, LONDON.

THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of \$40,000, on Buildings or on Goods stored therein.

Discount 2%
VOGEL, HAGEDORN & Co.
Hongkong, March 1, 1878.

Intimations.

CHINA SUGAR REFINING COMPANY, LIMITED.

IN Accordance with the Articles of Association, the FIRST MEETING of SHAREHOLDERS in the above Company will be held at the Office of the Undersigned at 3 p.m., on TUESDAY, 28th Instant.

JARDINE, MATHESON & Co.,
General Agents.
Hongkong, May 17, 1878. my28

NOTICE.

SHIPOWNERS and OTHERS desirous of giving evidence or expressing their views on the subject of the "MERCHANT SHIPPING CONSOLIDATION BILL," now under the consideration of a Special Committee of the Legislative Council, are invited to notify to the Undersigned the particular Points on which they wish to be heard, in order that an opportunity may be afforded them of being in attendance when the proper time arrives.

By Command,
H. E. WODEHOUSE,
Clerk of Council.

COUNCIL CHAMBER,
May 23, 1878.



HONGKONG VOLUNTEERS.

23rd MAY, 1878.
UNTIL further orders, DRILLS will take place in the MORNINGS from 6.30 o'clock to 7.50 o'clock, and AFTERNOONS from 5.30 o'clock to 6.30 o'clock. There will be no Parade on Saturday next. Uniform not to be worn on Parade this week. The Day for commanding Parade in Uniform will be notified.

T. C. DEMPSTER,
Captain 28th Regt.,
Commandant.

NOTICE.

PACIFIC MAIL STEAMSHIP Co.

THE DEPARTURE of the Company's Steamer "CITY OF PEKING" is unavoidably POSTPONED until further notice.

RUSSELL & Co.,
Agents.
Hongkong, May 20, 1878. my27

OCCIDENTAL & ORIENTAL S. S. COMPANY.

NOTICE.

THE DEPARTURE of the S. S. "BELGIO" is POSTPONED until TUESDAY, the 28th Instant, at 3 o'clock p.m.

G. B. EMORY,
Agent.
Hongkong, May 23, 1878. my28

OCCIDENTAL & ORIENTAL S. S. COMPANY.

NOTICE.

SHIPPERs of PARCELS are notified that, hereafter NO PARCELS will be Received at the Company's Office on the days of Sailing of Steamers.

G. B. EMORY,
Agent.
Hongkong, May 20, 1878. my25

Shipping.

Steamers.

FOR FOOCHEW (DIRECT.)

The Steamship "STATE OF ALABAMA," A. RITCHIE, Commander, will be despatched as above on SATURDAY, the 26th Instant, at Daylight.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.
Hongkong, May 22, 1878. my25

FOR SWATOW, AMOY & FOOCHEW.

The Steamship "YESSO," Capt. S. ASHTON, will be despatched for the above Ports on SATURDAY, the 26th Instant, at Noon.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
Hongkong, May 22, 1878. my25

FOR SYDNEY & MELBOURNE (DIRECT.)

Taking Cargo and Passengers for all Australian and New Zealand Ports. The Australasian Steam Navigation Co.'s Steamship "OCEAN," due here on the 28th Instant, will load New Teas at Foochow as above, and receive prompt despatch.

For Freight or Passage, apply to
Messrs RUSSELL & Co.,
Foochow,
Or, GEO. R. STEVENS & Co.,
Agents,
Hongkong, May 10, 1878.

Shipping.

Steamers.

FOR MANILA.

The Spanish Steamer "SOROGON," LOPEZ, Master, will have quick despatch for the above Port.

For Freight or Passage, apply to
VOGEL, HAGEDORN & Co.
Hongkong, May 20, 1878.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "VOLGA," Commandant ROLLAND, will be despatched for YOKOHAMA shortly after the arrival of the next French Mail from Europe.

H. DU POUREY,
Agent.
Hongkong, May 18, 1878.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "YANG-TSE," Commandant RAPAZEL, will be despatched for SHANGHAI shortly after her arrival from Europe.

H. DU POUREY,
Agent.
Hongkong, May 18, 1878.

Sailing Vessels.

FOR SYDNEY (DIRECT.)

The A 1 British Bark "ZILLMAN," J. LESTER, Master, having the greater part of her Cargo engaged, will have quick despatch.

For Freight or Passage, apply to
CARLOWITZ & Co.
Hongkong, May 17, 1878. jcl7

FOR LONDON.

The A 1 British Bark "DEYANA," W. MAY, Master, will load here and have quick despatch.

For Freight, apply to
MEYER & Co.
Hongkong, May 1, 1878. jcl

FOR HONOLULU.

The A 1 American Bark "FRANK MARION," ELDRIDGE, Master, will load for the above Port, and have quick despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, May 15, 1878.

FOR SAN FRANCISCO.

The A 1 American Ship "GREAT ADMIRAL," BENJ. THOMPSON, Master, having the greater portion of her Cargo engaged, will be despatched to the above port on June 6th.

For Freight, apply to
RUSSELL & Co.
Hongkong, May 15, 1878. jcl6

FOR SAN FRANCISCO.

The A 1 American Ship "TITAN," B. F. BERRY, Master, will load here for the above Port, and have quick despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, April 20, 1878. jcl6

FOR NEW YORK.

The A 1 American Bark "H. G. JOHNSON," COLBY, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, May 20, 1878.

FOR SAN FRANCISCO.

The A 1 American Bark "P. J. CARLETON," ALEXANDER, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, April 8, 1878.

FOR LONDON.

The A 1 American ship "ELIANO," BARNETT, Master, will have quick despatch for the above Port.

For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, April 1, 1878.

Notices of Firms.

NOTICE.
MR. WILLIAM HENRY HARTON, Jr., is this day admitted a PARTNER in our Firm.
GILMAN & Co.
Hongkong and Foochow,
May 1, 1878. jol

NOTICE.
THE Interest and Responsibility of Mr. EDWARD CUNNINGHAM in our Firm in Hongkong and China, CEASED on the 31st December last.
RUSSELL & Co.
China, March 8, 1878. as3

NOTICE.
THE Interest and Responsibility of Mr. M. S. GUBBAY in our Firm CEASED on the 31st December, 1877.
DAVID SASSOON, SONS & Co.
Shanghai, May 11, 1878. my29

NOTICE.
THE PARTNERSHIP existing between Mr. JOHN G. PURDON and Mr. HENRY W. DAVIS in Hongkong and Canton, under the Style of PURDON & Co., is this day dissolved by mutual consent; either Partner will sign in liquidation, and the Business will be carried on by Mr. H. W. DAVIS under the Style of DAVIS & Co.
PURDON & Co.
China, April 30, 1878.

MR. HENRY W. DAVIS retires from, and his Interest and Responsibility CEASED in our Firm at Foochow from the 30th ultimo; and Messrs JOHN ANDREW MAITLAND and EDWARD PYE HAGUE are admitted PARTNERS therein from this date.
PURDON & Co.
China, May 1, 1878.

MR. JOHN GRAEME PURDON is this day admitted a PARTNER in our Firm.
MAITLAND & Co.
Shanghai, May 1, 1878.

MR. CHARLES COLE is authorized to sign our Firm per procuration at Foochow.
PURDON & Co.
Foochow, May 1, 1878. jol3

NOTICE.
THE Interest and Responsibility of the Undersigned in the Chinese Mail, 華字日報 (Wah Yee Yai Po), CEASED from the 1st August, 1877, but Debts prior to that date will be received and paid by him.
ORUN AYIN.
Hongkong, April 6, 1878.

NOTICE.
IN Reference to the above, the Undersigned has LEASED the Chinese Mail from the 1st August, 1877, and has engaged the services of Mr. LEONG YOK CHUN, as Translator and General Manager of the newspaper, which under his new régime will be found to be, as hitherto, an excellent medium for advertising, especially as the Manager is able to devote his whole attention to the conduct of the Newspaper.
KONG CHIM,
Lessee of the Hongkong Chinese Mail.
Hongkong, April 6, 1878.

WASHING BOOKS.
(In English and Chinese.)
WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, are now ready at this Office—Price, \$1 each.
CHINA MAIL OFFICE.

Notices to Consignees.

OCCIDENTAL & ORIENTAL S. S. COMPANY.

NOTICE.

CONSIGNEES of Cargo by Steamship "BELEGIO" are hereby notified that their Goods are being landed and stored at their risk in the Company's Godowns, at West Point, from whence delivery can be obtained upon counter-signature of Bills of Lading.
Goods remaining unclaimed after the 30th instant will be subject to rent.
No Fire Insurance has been effected.
G. B. EMORY, Agent.

Hongkong, May 23, 1878. my30

COMPAGNIE DES MESSEGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for counter-signature, and take immediate delivery of this Cargo has been landed and stored at their risk and expense.
No Fire Insurance has been effected.
H. de FOUBY, Agent.

Ex "Inouaddy,"
K (in diamond) 615/24 Order, } from
10 cases Worsteds, } London.
Ex "Sindh,"

TH 35/38 Order, 4 cases Um- } from
brellas, } Marseilles.
FF
LA 6/7 Order, 2 cases Fire } from
Arms, } Marseilles.
S&C 183 Order, 1 case Um- } from
brellas, } London.
Hongkong, May 18, 1878.

Notices to Consignees.

SHIP SIR HARRY PARKES, FROM LONDON.

THE above-named Vessel having arrived, Consignees of Cargo by her are requested to send in their Bills of Lading to the Undersigned for counter-signature, and to take immediate delivery of their Goods. Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DOUGLAS LAPRAIK & Co., Agents.
Hongkong, May 22, 1878.

FROM LONDON AND SINGAPORE.

THE S. S. "Argon" having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and stored at their risk at Messrs NORRIS & Co.'s Godowns, whence and/or from the Wharves or Boats delivery may be obtained. Goods remaining undelivered after 31st instant will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading to be sent in to the Undersigned for counter-signature.

HOLLIDAY, WISE & Co., Agents.
Hongkong, May 23, 1878. my25

FROM CALCUTTA, PENANG AND SINGAPORE.

THE S. S. "Historian" having arrived from the above Ports, Consignees of Cargo are requested to send their Bills of Lading to the Undersigned for counter-signature, and to take immediate delivery of their Goods.
Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense.

JARDINE, MATHESON & Co.
Hongkong, May 20, 1878. my27

NOTICE TO CONSIGNEES.

CONSIGNEES of the Undermentioned Cargo are hereby informed that unless the same be taken delivery of within one month from this date it will be sold to pay expenses.

Ex Argentine, 30th April, 1877, M.....10 Cases.
Ex Elgin, 26th May, 1877, W S (in diamond).....8 Cases.
D S & Co. (in diamond).....1 Box.
JARDINE, MATHESON & Co.
7, Queen's Road,
Hongkong, May 4, 1878. jol4

To-day's Advertisements.

FOR MANILA.
The Steamship "EMERALDA," Captain, Master, will be despatched for the above Port at Noon, TO-MORROW.
For Freight or Passage, apply to
RUSSELL & Co.
Hongkong, May 24, 1878. my25

FOR SHANGHAI.
The Steamship "AMORY," G. H. DREWES, Master, will be despatched for the above Port on SUNDAY, the 26th instant, at 10 a.m.
For Freight or Passage, apply to
SIEMSEN & Co.
Hongkong, May 24, 1878. my26

FOR MANILA VIA AMOY.
The Spanish Steamer "EMUY," BLANCO, Master, will be despatched as above on MONDAY Next, the 27th instant, at 5 p.m.
For Freight or Passage, apply to
REMEDIOS & Co.
Hongkong, May 24, 1878. my27

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debts contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

DEVANA, British barque, Capt. William May.—Melchers & Co.
H. G. JOHNSON, American barque, Capt. Isaac N. Colby.—Arnold, Karberg & Co.
OZYLON, American barque, Captain Edward Kelly.—Olyphant & Co.
AMERICA, British steamer, Captain J. Graham.—Briely & Co.
DAGO, British steamer, Captain G. B. Haddock.—Meyer & Co.
IPHIGENIA, German barque, Captain G. Green.—Wieler & Co.
SIR HARRY PARKES, British ship, Capt. Chapman.—Douglas Lapraik & Co.
Eclair, British steamer, Captain Alex. B. Millar.—Jardine, Matheson & Co.
SIOGAN, British steamer, Captain C. E. Stuart.—Holliday, Wise & Co.

SHIPPING.

ARRIVALS.

May 24, *Emeralda*, British steamer, 895, Cullen, Amoy May 22, General.—RUSSELL & Co.
May 24, *Fuyuen*, Chinese steamer, from Canton.
May 24, *Atlanta*, German steamer, 788, Petersen, Chinkiang May 19, Rice.—SIEMSEN & Co.
May 24, *Mentala*, British steamer, 1658, B. F. Seale, Liverpool March 30, via ports of call, and Singapore May 17, General.—BUTTS & Co.
May 24, *The Goolah*, British barque, 717, J. R. Torkelson, Newcastle (N.S.W.) March 30, Coal.—JARDINE, MATHESON & Co.

DEPARTURES.

May 24, *Chen-jui*, Chi. g.b., for a cruise.
24, *Chun-Pang*, Chi. g.b., for a cruise.
24, *Norna*, for Swatow.
24, *Atlanta*, for Whampoa.
24, *Wich*, for San Francisco.
24, *Yapa*, for Newchwang.

CLEARED.

Thomas Fletcher, for Vunglin.
Peri, for Foochow.
Fuyuen, for Shanghai.
State of Alabama, for Foochow.
Emeralda, for Manila.
Manuel, for Manila.
Elcano, for London.
St. Anne, for Newchwang.

PASSENGERS.

ARRIVED.
Per *Emeralda*, from Amoy, Messrs Ryan and Flendel, and 38 Chinese.
Per *Mentala*, from Liverpool, &c., Messrs Burls and Harwood, and 300 Chinese from Straits.
DEPARTED.
Per *Norna*, for Swatow, 1 European, and 383 Chinese.

SHIPPING REPORTS.
The British steamer *Emeralda* reports: Left Amoy on the 22nd inst. Had strong S.W. winds and heavy squalls and rain attended with much thunder and lightning to Breaker Point. From thence to port fresh S.W. winds and thick hazy weather. Off Swatow saw two fishing junks bottom up with two men on each, picked them up and proceeded.
The German steamer *Atlanta* reports: Had light Southerly winds and rainy weather throughout the passage.

POST OFFICE NOTIFICATIONS.

MAILS will close:—

FOR SHANGHAI.—
Per *Fuyuen*, at 9.30 a.m. To-morrow, the 26th inst.
FOR SWATOW, AMOY & FOOCHOW.—
Per *Yesso*, at noon, on Saturday, the 26th inst.
FOR MANILA.—
Per *Emeralda*, at 3.30 p.m. To-morrow, the 25th inst., instead of as previously notified.
FOR FOOCHOW.—
Per *Oyphene*, at 5 p.m., on Saturday, the 25th inst.
FOR SHANGHAI.—
Per *Amoy*, at 9 a.m., on Sunday, the 26th inst.
FOR AMOY AND SHANGHAI.—
Per *Mentala*, at 7.30 a.m., on Monday, the 27th inst.
FOR RAIGON.—
Per *Bellona*, at 4.30 p.m., on Monday, the 27th inst., instead of as previously notified.
FOR BANGKOK.—
Per *Bajantianhar*, at 1.30 p.m., on Wednesday, the 29th inst.
FOR YOKOHAMA & SAN FRANCISCO.—
Per *City of Peking*, is postponed till further notice.

MAILS BY THE FRANCE PACKET.—

The French Packet *Poste Tigré* will be despatched from Hongkong on SATURDAY, the 26th instant, with Mails to and through the United Kingdom and Europe, via Marseilles; to Saigon, Singapore, Batavia, Gallo, Pondicherry, Madras, Calcutta, Bombay, Aden, Suez, and Alexandria.

The following will be the hours of closing the Mails, &c.:—

Friday, 24th instant.—
5 p.m., Money Order Office closes. Post Office closes except the Night Box, which remains open all night.
Saturday, 25th instant.—
7 a.m., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.
10 a.m., Registry of Letters ceases.
11 a.m., Post Office closes except for Late Letters.
11.10 a.m., Letters (but Letters only) may be posted on payment of a Late Fee of 18 cents extra postage, until 11.30 a.m., when the Post Office Closes entirely.
Hongkong, May 11, 1878. my25

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *Tigrid* will be despatched on TUESDAY, the 28th instant, with Mails for Japan, San Francisco, and the United States, which will be closed as follows:—

2 p.m., Registry of Letters ceases.
2.30 p.m., Post-Office closes, but Letters (except for Non-Union Countries) may be posted on board the Packet with Late Fee of 18 cents extra Postage until the time of departure.
Correspondence for Non-Union West Indies (except the Bahamas and Hayti), Coets Rica, Honduras, Monte Video, New Granada, Paraguay, and Uruguay can no longer be sent by this route.
Hongkong, May 23, 1878. my23

MAILS BY THE ENGLISH PACKET.—

The English Packet *Poste Lombardy* will be despatched with the Mails for Europe, &c., on SATURDAY, the 1st June.

The following will be the hours of closing the Mails, &c.:—

Friday, 24th May.—
5 p.m., Money Order Office closes.
6 p.m., Post Office closes except the Night Box, which remains open all night.
Saturday, 1st June.—
7 a.m., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.
10 a.m., Post Office closes except for Late Letters. Registry of Letters ceases.
10.15 a.m., Letters may be posted with Late Fee of 18 cents extra postage till 11 a.m., when the Post Office Closes entirely.
11.30 a.m., Letters (but Letters only) addressed to the United Kingdom via Brindisi, or to Singapore, may be posted on board the Packet with Late Fee of 48 cents extra postage, till 11.50 a.m., when the Mail is finally closed.
Hongkong, May 20, 1878. jol

MEMOS. FOR TO-MORROW.

Shipping.

Daylight.—State of Alabama leaves for Foochow.
Noon.—French Mail leaves for Ports of Call and Europe.
Noon.—Yesso leaves for Coast Ports.
Noon.—Emeralda leaves for Manila.

General Memoranda.

SUNDAY, May 26.—
10 a.m.—Amoy leaves for Shanghai.
MONDAY, May 27.—
Noon.—Sale of Ground, Inland Lot No. 483, East Point.
12.30 p.m.—Sale of Ground, Inland Lots Nos. 317, 319, 458, 459, and 460, East Point.
5 p.m.—Amoy leaves for Amoy, &c.
TUESDAY, May 28.—
3 p.m.—Occidental & Oriental S. S. Co.'s Steamer leaves for Yokohama and San Francisco.
3 p.m.—Meeting of Shareholders of the China Sugar Refining Co., Limited, at Messrs J. Matheson & Co.'s office.
THURSDAY, May 30.—
Goods per *Belgia* undelivered after this date subject to rent.
FRIDAY, May 31.—
Goods per *Argon* undelivered after this date subject to rent.
SATURDAY, June 1.—
Noon.—English Mail leaves for Ports of Call and Europe.
THURSDAY, June 6.—
Great Admiral leaves for San Francisco.

THE HONGKONG DISPENSARY.

Established A.D. 1841.

香港大藥房

A. S. WATSON & Co.,

FAMILY & DISPENSING CHEMISTS,

WHOLESALE AND RETAIL DRUGGISTS,

IMPORTERS

OF

DRUGGISTS' Sundries, NURSERY REQUISITES, TOILET REQUISITES, ENGLISH, AMERICAN, AND FRENCH PATENT MEDICINES.

MANUFACTURERS

Soda Water, Lemonade, Tonic Water, Glycerine, Potass Water, Sarsaparilla Water, and other Aerated Waters.

The Manufactory is under direct and continuous European Supervision.

Hongkong, June 1, 1878.

The publication of this issue commenced at 6.55 p.m.

THE CHINA MAIL.

HONGKONG, FRIDAY, MAY 24, 1878.

We have been favoured with a copy of a pamphlet, printed and published at Canton, containing the whole of the accounts and descriptions of the recent tornado at that place which appeared in the *China Mail*, with foot-notes, corrective and explanatory, by the compiler, a well-known resident at Canton. The reason of the publication of the work is stated in the preface to be that gentlemen who were disappointed by the inadequate supply of copies of the *China Mail*'s accounts of the catastrophe in their collective form, published in the edition for the mail, had suggested the reprinting of the letters appearing therein, with additions and notes, so that a complete view of the great phenomenon and its direful effects could be presented to persons at a distance and a local record on the subject obtained for future reference. As the whole of the matter appearing in this pamphlet has already been published in the *China Mail*, with the exception of the compiler's foot-notes and additions, we purpose confining ourselves to the latter.

The first foot-note of importance is one in which the compiler corrects the term "city" used by one or two of our correspondents in alluding to the course of the tornado after it had passed Shamen. It is unquestionably a fact that the tornado did not enter the "city," if by that term is meant the portion of Canton within the walls. Walking along the western wall as far as the "Five Story Pagoda," assigns whatever of the catastrophe were apparent. Referring to a remark of one of our correspondents that "ball-stones fell measuring two inches by three quarters of an inch," the compiler says: "There is no exaggeration here as to the size of the ball-stones, several persons having described them in form and size with particularity, and two having been brought to me by my own servants; they were of various eccentric shapes; but those resembling star fish were the most curious." The tornado was said to have originated, it will be recollected, at Sin Huey, fifty miles west of Macao. Upon this statement the compiler remarks as follows: "We have now ascertained from Revrd. B. C. Henry, whose careful observation during a recent Missionary tour hence to a point beyond Sun-huey was stimulated by a personal interest, that the tornado originated or came to a head in the district S.W. of Shek Wan, but on the hither side of Sun-huey and East of the Si Chen mountain; that it nearly half destroyed Shek Wan, and passing across the western portion of Fat Shan, in which it destroyed lives and property, quite demolished an entire village and portions of others before reaching the above opposite Shamen at Fat-tse. Thus its course is traced by nature's unerring stylus, in correction of mere observers, who could not predicate the locality of the vortex."

Several notes are appended in support of what is evidently the belief of the compiler that the phenomenon was a water-spout and not merely a whirlwind. Our own impression, based on the observations of those who from their positions at the moment of the catastrophe, and their experience, were well

able to form a correct judgment on the matter, is that it was a tornado pure and simple. In particular we refer to the statements of the officers of the *Chinkiang*, which vessel was struck by the tornado. Referring to the statement of an officer of this vessel that "it rained heavily all the time, but it was no water-spout that had passed us," the compiler characterises these remarks as somewhat contradictory. Surely there is a vast difference between a heavy fall of rain and a water-spout, even if the latter happens to fall immediately before or after the tornado. All the persons with whom our special correspondent spoke at Canton seemed to agree that the whirlwind itself was perfectly dry, but filled with debris of all kinds, and had the tornado contained a heavy mass of water it must have descended upon Shamen something like a cannon ball, and left very little standing in its direct course. The rain was, we imagine, produced by the tornado much in the same way as it would be evolved by flashes of lightning. The compiler takes rather needless exception to our special correspondent having placed the British Consulate among the houses in Shamen which first had to experience the fury of the whirlwind. This, says the compiler, "is an error, as the British Consulate House was the last to suffer." The British Consulate was most assuredly not the last to suffer in Shamen, which is the sense in which this correction will be read. What our correspondent clearly indicates in his letter is that the British Consulate, standing next to the river in the tract of the tornado, was one of the five houses against which the tornado must have first come into contact on its passage from the river to the back of the Settlement. Although the whirlwind took a somewhat slanting direction across Shamen, yet it must have struck the whole extent of the bund line that it covered almost if not absolutely within the same moment. The only substantial erections on Shamen that were absolutely destroyed were the Municipal Police Buildings, Messrs. Arnold Karberg & Co.'s godown, Messrs. Siemsen & Co.'s godown, and Messrs. Wm. Pustan & Co.'s godown. The dwelling-houses that received the greatest injury were—
Messrs. Jardine, Matheson & Co.'s residence.
Messrs. Gepp & Co.'s residence.
The German Consulate.
Messrs. Wm. Pustan & Co.'s residence.
The British Consulate.
Messrs. Arnold, Karberg & Co.'s residence.
Messrs. Thomas and Mercer's residence, slightly injured.
Messrs. Deacon & Co.'s residence, also slightly injured.

Our special correspondent, while stating he had heard the number of dead placed at half a dozen totals, varying from 1,000 to 40,000, expressed his doubts, that the actual number of persons killed in the western suburbs of Canton exceeded 4,000, although double or thrice that number might have been more or less injured. It will be seen by the following postscriptum, which is annexed to the pamphlet, and which gives the results of the latest enquiries among the native authorities, that the number of killed and wounded in both town and country is not estimated at more than 10,000:—

P. S.—May 18th.

We have visited the principal temporary hospital for the victims of the Tornado provided by the benevolent association, Oui Yuk Tong; and met there two of the managers, from whom we sought reliable information as to the ascertained mortality here and in the surrounding country: But from that source no authoritative statement was obtainable upon the point. We were, however, confirmed in the reserve we had maintained in our letters and the foregoing notes; and from further inquiry, also, are enabled to declare that the published statements of the number of deaths used, (one reaching 7,000, even,) have been much exaggerated. On the other hand, it is to be observed that there is a natural reluctance to authorize publicity of the total loss of life, on the part of those who may be held, in some sense, blamable by their superiors; but it is admitted verbally that, including those more or less wounded in both town and country, reaches ten thousand. Whilst the local Magistrates are called to account for excessive mortality owing to crowded brothels and gambling dens, there is also, among the consequences of the extraordinary calamity, a feature illustrative of Chinese governmental policy presented in an interesting manner by the attitude of pious humility in which the Viceroy alludes to it, whether in public proclamations or despatches to Foreign Representatives, as well as in reports to His Throne; attributing the wrath of Heaven to some remissness or lack of merit in himself.

Of the several temporary hospitals established by the benevolent Society or under Government patronage, one of the latter was placed in the charge of two of the assistants to Dr. Carow in the Medical Missionary Society's Hospital, So To-Ming and Ho Kee Wan; who treated over 1,000 of the sufferers according to foreign methods and with much success in surgical operations, including amputations, reduction of fractures, &c., the mortality being a small proportion relatively.

REUTERS TELEGRAMS.

(Supplied to THE "CHINA MAIL.")

(By Southern Route.)

London, 21st May, 1878.

Pilgrimage is the winner of both the One Thousand, and Two Thousand Guineas.

Count Schouvaloff has started for London.

The Russian semi-official Journals state that the recent movements of Russian troops are due solely to reasons of health, and that the occupation of Constantinople is not intended.

General Todleben also has informed the Press that his movements are not hostile.

LOCAL AND GENERAL.

THE non-arrival of H.M.S. Shannon has somewhat surprised many in the Colony. It is just possible that we may next hear of the Shannon in Japan waters.

SEVERAL of the vessels in port displayed their loyalty to-day by donning their holiday bunting in honor of Her Majesty's birthday, although this is not the day set apart to "officially" celebrate it. Monday is the "official" day. Her Majesty has to-day entered upon her 60th year.

A PRIVATE telegram was received here this morning from a lady passenger on board the next English mail steamer to arrive from Europe, the *Khedive*, stating that the steamer had been in collision the previous night outside Penang, but that all the passengers were safe. This telegram naturally aroused great anxiety, [as it left doubts whether or not the vessel had even gone to the bottom. Since then however the local Agency of the P. & O. Company have received the following telegram, which shows that while the *Khedive* has sustained serious damage to her stem that will necessitate her docking at Singapore, she will probably be able to bring on her mails herself after a few days' delay—

"Singapore,

24th May, 1878, 1.30 p.m.

Penang telegraph: Dutch mail steamer *Poorwaards* collided; serious damage to *Khedive's* stem; must dock at Singapore."

Among the passengers booked to the *Far East* by this steamer are General and Mrs. Donovan, Miss B. Wieler and Mr. C. E. Byron.

THE S. S. *Emeralda* reports having encountered a strong current from Amoy to this port setting to the N.E. at the rate of a mile and a half an hour. Four men were rescued off two junks near Swatow; the junks were bottom up, and doubtless the rest of the crews have perished. By the same steamer we learn that she was at sea during the heavy thunder-storm of Tuesday night, and Wednesday morning, and during the worst of the storm the stars were plainly visible right over the vessel and a circle of clouds surrounded them. The sea meanwhile was nearly as light as day. Although this phenomenon was singular and the thunder and lightning were enough to appal the bravest, those on board felt that there was no cause to apprehend severe weather as the glass was rising the whole time. Truly the weather on this coast has been most singular of late, showers of ice, tornadoes of great ferocity and brevity, and thunder, lightning and rain unequalled in intensity in the experience of the oldest amongst us—which unusual freaks of the elements we cannot but think portend a tempestuous season. Despite the heavy thunderstorm we recently experienced, the weather has continued as sultry as ever.

INQUESTS.

An inquest was held at the Old Civil Hospital this afternoon before the Coroner (C. V. Creagh, Esq.) and the following gentlemen as a Jury: Messrs P. Jordan, F. A. Gomes, and A. V. Ribeiro, on the body of Loo Ang, a married woman, who was killed by jumping from a house in Wellington Street.

Kwok Atain, the husband of the deceased, who is 31 years of age, said deceased had been very strange in her behaviour since her confinement, and the doctor had been attending her. She would not take any medicine. She had had four children. They were taking their evening meal, and the deceased said she wanted to go to the cook-room. Witness told her daughter to follow her, and shortly afterwards he heard a noise on the roof, and on looking up saw the deceased running about the roof. His daughter had caught the deceased by her clothes, but she broke away and jumping into the street was picked up dead.

Dr. Ayres proved the cause of death to be fracture of the skull.
One of the daughters of deceased corroborated her father's statement. She had seen deceased in a similar state of mind before, and she had been heard to say, "Now, prepare the things for me, I am going," meaning she was about to die. Witness' father had warned her to watch the deceased. After hearing the evidence of the Constable, the Jury returned a verdict of suicide whilst in an unsound state of mind.

Another inquest was then held before the same Jury on the bodies of a female child and a boy (names unknown) who were found drowned in the harbour. Dr. Ayres, sworn, stated that the bodies of deceased were brought to the Hospital in an advanced state of decomposition. There were no marks of injury on the bodies. They had apparently been dead about 24 hours. Looking No. 370 proved that he found the body of the female child near Jardine's wharf. The Jury returned a verdict of found drowned.

Police Intelligence.

(Before the Hon. C. May.)

24th May, 1878.

OBSERVING THE FAIRWAY.

Chan A-hoi, a boatman, was fined \$1 for obstructing the fairway of the steamer *Mentala*.

WASHBURN.

Rich A-hoi, a peasant unemployed, was sent to 7 months hard labour for stealing

a sampan, and 4 months' further imprisonment with hard labour for stealing some clothing from a fishing junk.

DRUNKENNESS.

George Parker, seaman British ship *Thomas Bell*, was fined 50 cents for the above offence and ordered to pay 10 cents chair-hire. He was found running after people in the street when arrested.

A NIGHT AT KOOSHAN.

On the evening of May 8th, I ascended Kooshan, in company with two friends, to witness the initiation of Buddhist priests, which always occurs on the eve of Sakya-muni's birthday. About 10 p.m., the candidates—twenty-eight in number—were ushered into the main temple, where they knelt at tables which had been placed there for the occasion. Each candidate was attended by two priests. On their closely-shaven heads the priests first stamped small round circles, varying in number from 3 to 12, according to the choice of the particular candidate. These circular spots were then covered with a sticky sort of ointment; after which, little conical pastilles of unguent incense were placed on the spots, set on fire, and allowed to burn down into the flesh—the attending priests at the same time rubbing vigorously the surrounding parts of the head—probably to lessen the pain of the burning by counter irritation. The priests and the candidates repeated certain ritual sentences, while the burning was in progress. It was all done in about 20 minutes, and the candidates were allowed to retire to their beds, and seek repose. It is said that no application is made to the burned parts, but they are allowed to heal by natural process. The candidates affirm that they feel no pain from the burning.

When the candidates left the main temple, our attention was attracted to a crowd in front of the three great Buddhas. We found that they were surrounding a priest who was burning the third finger of his left hand in the flame of a candle. The hand was wrapped in a cloth, and the fingers, except the third, turned under. This third finger protruded, and was wrapped in cloth and brown-paper, on which oil had been poured. He held it steadily in the flame for three-quarters of an hour, until the cloth and paper were a black charred mass. Then he removed to the hall back of the main hall, where he continued the burning about ten minutes longer. At that time, I distinctly perceived the odor of burning flesh. From this place, he walked to the bell tower, ascended the steps to the bell loft, knelt before a table, took a pair of large, rough looking, and apparently not very sharp scissors, and deliberately cut off the finger at the second joint. He then retired to a bed that was ready for him in the bell loft. I saw very little sign of suffering on his part during the whole performance, though he seemed much exhausted at the end. It is said that the finger had been bound for a number of days with a tight ligature at the second joint. This would of course tend to lessen the pain, as it would to a considerable extent lessen the upper end of the finger. The reason of this extraordinary performance is the desire of the priest to become a Buddha, which he expects to obtain when he has succeeded in burning off three fingers in this manner, without experiencing pain.

After this we saw the ceremony of baptizing the image of Sakya-muni, performed by over 80 priests, each of whom filled a brass spoon with water from the basin in which the image was sitting, and three times in succession poured it on the head of the idol. Of course there was a ritual service connected with it. It occupied two hours from 2 to 4 A.M. of May 9th. What seemed very singular about it was that five or six Taoist priests, with their topknots and queues, took part with their Buddhist brethren in this ceremony. We immediately descended the mountain, and by means of the Geese-lug were speedily landed at Foochow, reaching the wharf before 7 A.M.—"S. L. B." in *Foochow Herald*.

COAL-LADEN SHIPS.

The Royal Commission which was appointed to inquire into the cause of spontaneous combustion in the holds of coal-laden ships, collected a mass of valuable statistics, and made a useful report; but the gist of the whole affair was contained in the summing up, which stated that while "certain descriptions of coal are intrinsically dangerous for shipment on long voyages, the breakage of coal in its transport from the pits to the ship's hold, the shipment of pyritic coal in a wet condition, and especially ventilation through the body of coal cargoes conduce to spontaneous combustion, even though the coal may not be unfit for conveyance on long voyages." Mr. R. Cooper Russell, in a sensibly-written letter which was published in the *Shipping and Mercantile Gazette* a few weeks ago, called attention to the fact that, since the Commission drew up and formulated the conclusions at which they had arrived, no less than twenty-two ships had been reported on fire, arising from spontaneous combustion, all of which were bound from the United Kingdom on voyages extending beyond the Equator. To the number mentioned by Mr. Russell three later casualties have to be added. The Royal Commissioners give the first place to the danger arising from cooling the coals, the outbreak atmosphere air to permeate it. To ventilation they attribute, by implication, most of the disasters, but unless the entire twenty-five instances of combustion could be investigated, and the condition of the coal when shipped, its quality and size, be ascertained, all theorizing will not touch the practical issue. The *Hampshire* was a new iron ship, bound from Sunderland for Singapore, and it is said her cargo was dislodged amidships, the whole length of the hold, fore and aft, by a trunk-way the full height of the coal. It will be contended that this separation of the cargo into halves by an air passage gave thorough ventilation. If the coal was small, compact, and shipped in a damp state, or moistened by the vapour in the holds, the trunk-way would only supply the means for generating combustion without preventing the outbreak of fire. There would be a sufficient solid mass from the centre to the sides to create heat, and, under given circumstances, combustion.

The statement of the Master of the *Glenrich* is full of instruction. That ship, on November 17, had reached 45 S. lat., and 80 E. long., when steam was seen coming from the hatches, and eleven days afterwards she had to be abandoned, although strenuous efforts had been used by the crew to conquer the fire. On the 26th of November, the Master says, on taking off the hatches, smoke was dis-

covered issuing from the main hold and after hatches, and on going below smoke and gas were found in the hold. Towards night the gas became so strong that the men could not remain below. By the aid of a wind-sail over the hatch the men were enabled on the following day to work short spalls in sitting up coals to throw it overboard. When the hatch was cleared to the between decks, the original seat of the fire could be seen "just below the 'ween decks on the port side of the after hatch." Previous to the crew taking to their boats several explosions of gas happened, thus showing that the iron hull formed a furnace or large retort. When it is remembered that the coal is shot down some forty feet from tips, no surprise need be felt at its getting broken up into small pieces; and, as the dust would accumulate at the spot where the fire is said to have originated, no ordinary plan of ventilation would send the air through such a dense mass. The *Glenrich* had two trunk passages underneath the coal, one on each side of the keelson, running the length of the cargo, with a ventilator on deck forward to supply those boxed-off passages with air; and a ventilator was fitted to each hatchway. This system would keep the surface of the coal near the hatches tolerably cool, and the trunk-ways might furnish the necessary oxygen to the carbon to create combustion. In such a large ship, however, as the *Glenrich*, with her 2,000 tons of closely-packed coal, the expensive process applied was totally inefficient for the purpose. The top and bottom of the cargo might be reached, but not the compact portion. The rolling of a ship at sea makes the cargo settle down, and when coal is broken finely, it flows so close as to shut the air at, except for a short distance from the surface of supply. The Commissioners recommended leading by the box or the barrow. These slow processes would most certainly prevent breakage of the coal; but when the vessel was in motion the smaller particles would filter through the interstices, and compactness of the bulk would follow. Mr. Russell stated that the *Glenrich* was fitted with the automatic self-acting air pump; but we were informed that the apparatus as applied in this instance was intended for the homeward voyage, and to draw off the sweat that always accumulates in rice cargoes, which vapour condenses on the iron beams, plates, and stowings, and then, falling on the grain, damages the upper layers. The automatic machine would draw up all the gases and steam from wherever they can reach; but if no perforated iron pipes are affixed to the stowings and bilges, to let the gases and steam come out from the coal, it cannot have a fair chance of doing its work. Trunk-ways will admit of air passing through them, but the Royal Commissioners declare that ventilation is perilous. We think that if gas is confined in a hold in a tropical climate, and the vapour damps the coal, there will be air enough taken into the ship before the hatches are closed to help on spontaneous combustion. Ventilators in big ships, when coal is in a pulverized and damp state is carried, seem to be perfectly useless. A Shipowner, in reply to a communication from Mr. Russell, declared he had tried the automatic pump on board a ship from Cardiff to the Eastern Seas, and the vessel arrived safely. Small ships with large coal mays, perhaps, be thoroughly ventilated. If, however, the steam and gas can be drawn up from all parts of the hold without letting down air from above, a nearly perfect vacuum must be formed, and, consequently, there would be nothing for a fire to feed upon. Mr. Russell says that Shippers and Underwriters of cargo should take more general and combined action to ensure the carrying out of the recommendations of the Royal Commissioners. The Shipowner stands between the two; and the premium of insurance on his ship, and the rate of freight, ought to be considered in connection with the appliances he may adopt for insuring against spontaneous combustion.—*Mitchell's Maritime Register*.

THE "DEVIL FISH."

The diver engaged at the Moyns River, Belfast, in moving the reef, had a rather narrow escape from losing his life on Thursday evening, 7th instant. It appears that Mr. Smale had fired off a charge of dynamite and displaced a large quantity of stones at the bottom of the river. He went down to prepare for lifting these stones by the aid of chains into the punt. While engaged in rolling over a large stone he saw something which he supposed at the time was a piece of clean looking kelp, moving about in front of where he was working. In a few seconds this object came in contact with the diver's arm, about which it quickly coiled, partly holding him. Immediately Mr. Smale touched what was coiled round his arm, he became aware of his position, and tried to extricate himself from the grasp of a "devil-fish," but found it a far more difficult job than he anticipated. Catching hold of the part hanging from his arm, he walked along the bottom of the river towards the end of it, when he saw he was firmly held by one of the feelers of a large octopus better known amongst sailors as the "devil fish." Mr. Smale tried to pull the fish off from its hold of the rocks but without effect for some time. At last the fish perhaps thinking it had not got sufficient hold or power over its prey loosened itself from the stone and quickly transferred its feelers or arms around Mr. Smale thought the best thing for him to do was to get upon deck as soon as possible and he quickly made tracks for the ladder which reaches from the deck of the punt to the bottom of the river. The diver was certainly a curious looking object when he came up. This huge ugly thing appeared to be entangled all over him holding him in a firm embrace. However Mr. Smale's fellow workmen were not long in freeing him from the unfriendly hug of the octopus was only about the size of a large soup-plate with eyes in its head like those of a sheep, but it possessed nine arms each about 4 feet in length, at the butt as thick as a man's wrist; tapering off at the end to a fine point as that of a penknife. Thus it could spread over an area of 8 feet in diameter. All the way along the underneath part of each feeler are suckers every quarter of an inch giving it immense power. Mr. Smale declares that it was powerful enough to keep three men under water. The unpleasant visitors are only to be found where there are numerous rocks; therefore bathers on the sea beach need entertain no fear of coming in contact with such uninviting companions while taking their morning baths.—*Warrnambool Standard*.

THE PHILOSOPHER MIH-TSE.

(China Review.)

Die Grundgesetze des chinesischen Sozialismus, oder die Lehre des Philosophen Mien-tse, zum ersten Male vollständig aus den Quellen dargestellt. Von Ernst Faber, Missionar der Rheinischen Missionsgesellschaft. Elberfeld, 1877. London, Trübner & Co.

In this exposition of the doctrines popularly ascribed to the famous philosopher Mih Tih or Mih Tze, the indefatigable pen of Mr. Faber has accumulated a mass of valuable materials. We regret, however, that Mr. Faber has not thought it worth his while to give us anywhere a literal translation of the text of the work which now goes under the name of Mih Tze, but substituted for it simply a careful analysis of all those chapters which have any importance in Mr. Faber's view. Nor has Mr. Faber in his preface, introduction and notes bestowed on Mih Tze anything like the painstaking attention he devoted to Mencius and Lieh Tze (see *China Review*, Vol. VI, p. 199 and 264). The question as to whether and when Mih Tze actually lived is scarcely alluded to; the question how much of the work now in existence is the work of authentic disciples—for no part of it can be ascribed to Mih Tze himself—and how much is spurious addition of later ages, is not even touched upon. Again, Mr. Faber omits entirely to give us a resume of the leading doctrine of Mencius, as he did in such masterly style for Mencius and Lieh Tze, leaving the reader even entirely in the dark as to which doctrines are those of Mih Tze himself and which those of his disciples. Nor does he tell us anything about the school of Mih Tze, how it arose, how it was developed in relation to the systems of Confucius, Yangshu, Sun Tze, and the Sung philosophers. In place of all these subjects, which Mr. Faber ought to have dealt with for the enlightenment of his readers, he gives us three pages of a very meagre preface regarding Mih Tze and his work and thirty-two pages of introduction treating modern German socialism in an extremely desultory manner though overflowing with very valuable and suggestive hints. In short, we are very much disappointed by the study of Mr. Faber's work on Mih Tze, for although he supplies a mass of most valuable materials regarding the leading ideas of modern socialism, and a very correct abstract of the greater portion of Mih Tze's work, he leaves it to his readers to work out for themselves a digest of the system of Mih Tze and to use their own wits to draw the net result of his studies in this field. What he here offers to his readers resembles a meal, composed of superior materials indeed, but incompletely cooked, neither dressed nor garnished, and not served up, but leaving it to those who are hungry to help themselves as best they can. These remarks, however, would be of little use to our readers, nor altogether justifiable as regards Mr. Faber's own work, if we did not in some measure try to fill up the blank left by it, with a view to encourage the general public to study Mr. Faber's book for themselves and to add them towards a fuller understanding and appreciation of its truly valuable contents.

The earliest authentic account we have of Mih Tze's philosophy is to be found in the works of Mencius, who though not a contemporary himself of Mih Tze, and mentioning only one of his disciples (夷之) by name, appears to have found Mih Tze a powerful rival of Confucianism. He attacked Mih Tze rather fiercely, singling out two points, viz. the strict economy Mih Tze seems to have urged in the matter of funerals and the principle of universal love, i.e. loving all human beings equally to the disregard of the Confucian distinctions of social relations, a doctrine which is not thus taught at all in the essays ascribed to Mih Tze and which was either a wilful distortion of Mih Tze by Mencius or a deviation from Mih Tze's own conception of universal love on the part of his disciples.

Next in time we may mention Han-fa Tze (circa 250 B.C.), who after briefly referring to eight schools into which the school of Confucius branched off (Kuen 50) places Mih Tze as a separate philosophical system side by side with Confucianism, and says that after the death of Mih Tze there was the Mihism of 相里氏, the Mihism of 相夫氏, the Mihism of 新陵氏, so that after the death of Confucius and Mih Tze, Confucianism split into eight schools and Mihism branched off into three separate schools. Unfortunately he does not further define these three schools, but this is sufficient to show that down to the beginning of the Christian era Mihism was recognized as a separate school and flourishing.

About the same period produced the works popularly ascribed to Lieh Tze (circa 260 B.C.), in which Mih Tze is occasionally referred to, not as a speculative philosopher but as a practical mechanician who, for instance, manufactured an automaton in the shape of a bird which could actually fly. The next source of information is the historical record of Sze-ma Tse-shien which was concluded in B.C. 91. Sze-ma Tse-shien, whilst giving special chapters to Lieh Tze, Chuang and Sun Tze, refers to Mih Tze only in the concluding sentence of the latter chapter, saying, "Mih Tze, a high officer of the State of Sung and excellent as a Guardian and Defender, practiced economy; some say he was a contemporary of Confucius, others say he lived after his time." There is however a footnote quoting the works of Mih Tze and referring to the engineering skill with which he defended the capital of Sung against the equally marvellous engineering talent of Lu Pan (公輸若).

Lin Hsiang (B.C. 80-9) in his Catalogue of the works extant at his time, under the Han dynasty, gives Mihism as a separate philosophical system handed down by the holders of the ancient office of 清廟之守. He characterizes the leading ideas of Mihism very fairly as consisting in economy, universal love, advancement of men of worth, favouring worship of spirits, opposition to fatalism, and advancement of oxford. He criticizes the system with equal fairness by saying "the defects of the system consist in viewing the advantages of economy to the exclusion of universal love, and in pushing to become oblivious of the different degrees in social relations." It is to be noted moreover that Lin Hsiang chronologically antedates the writings of the Mihistic school goes back to 尹佚 an officer of the Chow dynasty who lived B.C. 1118-1078, centuries before Mih Tze can possibly have flourished, and after naming the writings of 田佚子, 我子, 隨臯子, and 胡非子, four philosophers of whom the first is said, in a note, to have "lived before Han-fa Tze," the second to have belonged to the school of Mih Tze, whilst the third and fourth are designated as disciples of Mih Tze, last of all gives "Mih-Tze, 71 chapters," with the note "his name was Tih, he was an officer of Sung, and lived after the time of Confucius." We may here add that both the Catalogues of the Sui dynasty and of the Tang dynasty know only three works of the Mihistic school, placing Mih Tze first, but describing his book as consisting of "16 sections, with one section formed by the Index."

The next authority regarding Mihism is the famous writer Han Yu (A.D. 768-824) in whose works (Kuen 11) there is a chapter on Mih Tze, the principal passage in which is given in Dr. Legge's Prolegomena (pp. 123-124). Suffice it therefore to say that Han Yu, true to his liberal and eclectic inclination as a philosopher, who even attempted to harmonize Mencius and Sun Tze, speaks of the possibility of being Mihist in practice, and Confucianist in practice, of being Confucianist in name and Mihist in practice, states as his conviction that Confucius would have used Mih and Mih Confucius, the two systems requiring to be supplemented one by the other, and finally considers Buddhism to be a form of Mihism. So far therefore Mihism appears to have run its course, parallel or opposed to Confucianism, ever since Mih Tze's time.

But with the rise of the Sung philosophy which raised Mencius to the rank next to Confucius, Mihism received a check from which it has never since recovered. Cheng Tze (A.D. 1033-1107) is comparatively mild in his critique of Mih Tze, but Ch'ang's great successor Ch'ao He rudely put upon it an anathema the force of which is felt to the present day. This is what Ch'eng Tze said (Sung li tsuen, Kuen 97):—"The goodness of Mih Tze is extreme, yet the superior man does not study Mih Tze; because he left the correct path and went astray. If he is asked, how Han Yu came to pen the remarks in the chapter on Mihism, I reply, this chapter is also very well meant, but without precision and strictness in its wording and therefore in some points untrue; Mencius says Mih Tze required the same love for the neighbor as the brother as for the child of a neighbor, but what is there anywhere in the writings of Mih Tze such a sentence to be found? On the other hand, Mencius pulled out the very root and stopped the fountain source, knowing that the consequences of the system must consistently lead to that. Generally speaking if any of the literati, in their studies of the truth, err by a hair's breadth, they go astray a thousand miles. Yang Chu began with the study of righteousness. Mih Tze began with the study of love. But their disciples have all gone wrong, till they reached the denial of the duties to father and prince. Mencius wished to set right the root of the matter and therefore pushed on to this extreme. Yu delighted in putting the best construction on the man's meaning, and we may call it large-hearted and liberal, but whilst maintaining the right doctrine he ignored precision and strictness and therefore went wrong." To this comparatively mild judgment, Ch'ao He, the despot of modern orthodoxy in China, added the following critique:—"Both Yang and Mih are heretics; but the talk of Mih Tze is even more the outcome of concealed self-assertion, estranged to the feelings of humanity and moreover quite impracticable. To mention Confucius and Mih together is the error of Han Yu. I could never understand how he could write the chapter on the origin of the truth. Who was first, who came after?"

When the Emperor Kien-lung had his famous Catalogue compiled in A.D. 1772-1790, the influence of Ch'ao He was too great to admit of a direct reversal of his judgment. But the Assemlingians and the critics of the school of Ch'ao He were too enlightened to be blinded by his anathemas, and therefore, whilst briefly mentioning the condemnation passed on Mih Tze by Ch'eng and Ch'ao, one new item of information they also give (Kuen 117, leaf 4) regarding the personality of Mih Tze. They mention a tradition on the doubtful authority of the 樹屋書影 to the effect that the surname of our philosopher was Tih (not Mih), that he was born through his mother dream of a black crow, and that she therefore named him "black," whence was derived the literary equivalent "Mih," whilst people mistook his surname for his name. They also express the opinion that Buddhism, whilst borrowing the idea of limitless mercy and benevolence from Mih; but they evidently lacked the courage to do full justice to Mih Tze. If we add that a Governor of Shenai (Shenai Yuen) was bold enough to edit and annotate (in 1781 A.D.) the works ascribed to Mih Tze, and that a complete copy of Mih Tze's work is exceedingly difficult to find anywhere in China, at the present day, we have completed our survey of the literary history of Mihism.

We would only add a brief resume of the philosophical doctrines of Mih Tze. In many respects Mih Tze is in tolerable accord with Confucianism, and yet on every such point of coincidence he shows an explicit going beyond the limits sanctioned by Confucian dogmatism, or shrinks from going the whole length of Confucian orthodoxy. He respects the Sages, but he has not the unbounded admiration for them which is a characteristic of a Confucian. He constantly refers to antiquity, but applies to it the most fearless independent criticism. He maintains the ideas of Imperial Sovereignty and paternal government, but modifies both by his democratic socialist predilections. He respects personal self-culture, but does not ascribe to it those unlimited results as to social and political welfare which the Confucianists ascribe to it. He believes in the destiny of Heaven, but gives it a naturalistic instead of an ethical basis. In many respects, on the other hand, Mih Tze wages direct war against Confucianism. He condemns the superstitious lavishness of expenditure in burial ceremonies. He condemns the sceptic disregard of the influence of the spirits and demons, sanctioned by Confucius. He condemns the sentimental overestimate of the evil influence of music as taught by the Classics. He condemns the fatalism pervading the Confucian conception of Heaven. He condemns unparaphrasing the ceremonialism of orthodox Confucianism.

In other respects, however, Mih Tze is not only independent but peculiar. His peculiarities consist in a radical tendency to fault with the ruling classes, and to assert the rights of the masses; in an excess of theory over practical common sense as shown by the extreme application of the principle of mutual love to the disregard of the inherent selfishness of human nature; and by an overweening faith in the power of superior and the influence of compulsion; and finally in a want of feeling and thought as displayed by the apparent fact that no deeper motive than that of utilitarianism underlies his advocacy of universal love.

Miscellaneous.

New METHOD OF FINDING TORPEDOES.—Scientific men continue to devote attention to the means of rendering implements of destruction more and more deadly. The last novelty in this line is the suggestion of a very sensitive inflamer for submarine explosives, proposed by two Frenchmen, MM. Champlain and Pellet. The fact has long been known to chemists that antimony, in the form of fine powder, if thrown into gaseous chlorine, is immediately transformed into a chloride of the metal, producing heat sufficient to raise the latter to incandescence. That property is what the inventors purpose utilizing for the more certain explosion of torpedoes. In a cylindrical bronze box is placed a sphere of thin glass containing chlorine in the state of gas; that bulb is surrounded by gun-cotton which has been mixed finely pulverized antimony. The glass globe rests upon two spikes, and at a little distance from it is a small homospherical hammer, the handle of which slides through the end of the box and rests against a spring. When the torpedo strikes, the blow causes the hammer to drive the sphere against the two spikes, by which it is broken and the chlorine liberated. The gas immediately raises the antimony to a red heat, the gun cotton is inflamed, and the fire communicated by a fuse of fulminating mercury to the bursting charge of gunpowder, dynamite or whatever explosive substance is used.

The *Times* of India gives the following account. Mr. G. Reinbridge, Civil Surgeon Sattara, favours us with the following account of an encounter between a dog and a cobra:—"On the 22nd instant, while we were sitting outside at dinner, my wife felt something moving against her feet and jumped up from her chair. At the same moment our terrier, lying close by, saw and flew at the object, which, by its hissing at once declared itself to be a snake. I called for the lights and sticks, the reptile retreated into the hollow of an adjacent tree against which it is a fernery, and hissed so loudly that my servants and I were deceived into thinking the noise to be that of a cat. After prodding into the recesses of the rocky with sticks for several minutes, the loud hissing being continued the while, a snake suddenly came out before my servants, and stood erect upon the stone-work with expanded hood. At this moment, the dog, who had all along been trying, by barking violently to dislodge the animal, rushed twice at it, and dragged it down upon the ground from the rocky. I beat off the dog and hit the snake two blows with a piece of split bamboo, seven feet long and quite supple held near one end. Very little injury could have been inflicted on the snake by these blows which were made quite at random, and whilst it was striking vigorously and before I could strike it again the dog carried it away, and was found a few minutes afterwards 40 yards off, worrying the snake, which he held by the throat and had killed. The Cobra (the head of which I have preserved) was 3 feet 7 inches long, with distinct spectacles and perfect fangs. The dog is alive and was not in the least ill after the encounter."

THE Sydney correspondent of the Melbourne *Herald* telegraphs to that journal the following sensational story:—"It is stated that a serious social difficulty in high life has just ended in one of Her Majesty's Australian colonies—not New South Wales. The whole affair, it seems, arose out of several Ministers of the Crown being bachelors. As usual, His Excellency's advisers were frequent visitors at Government House. The Governor had a very handsome and attractive daughter, and two of the bachelor Ministers were captivated by her charms, and both visited the viceregal residence for the purpose of seeing the young lady more frequently than the Governor and his lady cared for. The Governor's daughter, however, appears to have been placed in a dilemma, and not being able to make up her mind, encouraged both suitors. Both gentlemen were hardly pressed, for they could not but be sensible to the advantage of allying youth and wealth and good station to political power and popularity. The lady eventually made up her mind and determined which one to accept, and her decision was a great thorn in the side of the rejected colleague of the accepted suitor. He, however, pressed his suit, and it was understood, with such success as to almost induce the lady to change her mind in favor of him instead of his colleague, when all at once the prosecution of his church dignitary for not registering the marriage of the persistent wooer disclosed the fact that he was already married to a person far below her station, while at the same time he was suing for the hand of a much higher personage. This disclosure created, as might be supposed, a terrible futter and scandal, and the gay deceiver was peremptorily forced to withdraw from Government House. The lady then desired to fall back on her first choice, and encouraged his suit, but he immediately declined the intended honour, and a few days since married the daughter of a merchant in the same city. Thus both bachelors Ministers obtained spouses, while the lady was left lamenting." The key to the names of one of the gentlemen concerned is given in the above account.

"Tux Vagabond," in a paper on the Botanic Gardens, Sydney, says:—"As I wander through the verdant groves the twitter of birds is often heard. Sparrows—assisted immigrants, which have thrived and multiplied a thousandfold—hop about the paths. But other and more valuable English birds are here. And the other day I was privileged to assist in adding to their number. There is one gentleman in Sydney who has done more than any other in introducing, at his own cost, songsters from the old country. Mr. Walter Bradley has imported and released thousands of blackbirds, thrushes, larks, linnets, goldfinches, &c., which have the copies and half-grown of old England as melodious with their sweet notes. This week he had a consignment of forty goldfinches, linnets, and chaffinches from New Zealand. I accompanied him to the gardens, having had the pleasure of an acquaintance with Mr. Bradley in California. In presence of Mr. Moore a little ceremony took place. Mr. Vagabond, I handed these birds over to you; I give them to you to release in these gardens, that you may say when you leave us you have done one good turn for New South Wales." Thus Mr. Walter Bradley. I was pleased to accept, and immediately fulfilled, the conditions of the trust. Opening the doors of the cage, the chaffinches flew, twittering, singing, rejoicing with melody at the recovered liberty which must have been as sweet to them. I thank Mr. Bradley for having given us a new possession. But dangers are

in store for these new colonists. Goldfinches will fetch a guinea each in the market, and traps are set for them all around. Such proceedings should be severely punished. But, alas! the supporters of acclimatization have many enemies."

Quotations.

Howe's, May 24, 1878.	
OPIMUM.—New Patna, cash, \$652 1/2 c 686	
" Old Patna, cash, ... None	
" New Benares, cash, 662 1/2 c 665	
" Old Benares, cash, None	
" New Malwa, cash, 790	
" Allowance, Teels, 32 c 40	
" Old Malwa, cash, ...	
" Allowance, Teels, ...	

JAMPHOR, ...	16.75 c 17.00
QUICKSILVER, ...	60.00 c 60.60
SALT-PETRE, ...	6.25 c 6.80

Exchange.

Bank, on demand, ...	3/108
" 30 days' sight, ...	3/107
" 6 months' sight, ...	3/111
Credit, ...	3/111 1/2
Documentary, 6 months' sight, ...	3/111 1/2
Bombay, demand Rupees, ...	228
Calcutta, ...	228
Shanghai, demand, ...	71 1/2
" 30 days, ...	72 1/2
Bar Silver, 17, dwt. B., ...	10 1/2
Sycee, ...	8 1/2
Mexican, ...	1 p. 6 p.m.
Gold Leaf, ...	26
English Sovereigns, ...	5.07
Australian Sovereigns, ...	5.07
Discount, ...	7 to 9 %

Shares.

Hongkong Bank, 63 % prem.	
Union Ins. Society of Canton, \$1,325	
China Traders' Ins. Co., \$1,800	
Chinese Insurance Co., \$272	
Yankee Ins. Assn., \$1,645	
North China Ins. Co., \$1,880	
H.K. Fire Ins. Co., \$700	
China Fire Ins. Co., \$182	
H.K. & W. Dock Co., 9 % prem.	
H.K. O. & M. S.-boat Co., \$4 dls.	
Shanghai Steam Navigation, \$1,21	
Hongkong Gas Co., \$75	
Hongkong Hotel Co., \$55	
China Sugar Refining Co., 10 % prem.	
Chinese Imperial Loan, \$104.	
Do. of 1877, \$103.10.	

Temperature.

(Taken at Messrs Talbot & Co's Premises Queen's Road.)

Howe's, May 24, 1878.	
BAROMETER—9 A.M., ...	29.878
Do. 1 P.M., ...	29.883
Do. 4 P.M., ...	29.840
Thermometer—9 A.M., ...	80
Do. 1 P.M., ...	89
Do. 4 P.M., ...	88
Do. (wet bulb) 9 A.M., ...	87
Do. 1 P.M., ...	86
Do. 4 P.M., ...	84 1/2
Do. Maximum, ...	92
Do. Minimum over night, ...	84

Shipping Intelligence.

The following is corrected from the latest London and Colonial Papers, &c.:

VESSELS TO ARRIVE		
When left.	Name.	From.
Oct.		
19, Oscar,		Hamburg
Nov.		
2, Minna,		London
13, Elizabeth Shields,		Hamburg
20, Jetti,		Cardiff
Dec.		
1, Glengaber,		Flushing
2, Otto,		Hamburg
19, Sedan,		Cardiff
23, J. R. Worcester,		London
25, G. B. S.,		Liverpool
Jan.		
8, Korso,		Penarth
13, Elvetic,		Cardiff
17, Hyllon Castle,		Greenock
22, Belle of Oregon,		Liverpool
27, Earl of Devon,		Antwerp
31, Elizabeth Childs,		Plymouth
31, Wandering Jew,		Penarth
Feb.		
2, Per Ardua,		London
7, Nourmahal,		London
9, Lodore,		Palmouth
9, Hedwig,		Cardiff
9, Chamel Queen,		Cardiff
21, Magdala,		Penarth
22, Kivetic,		Cardiff
23, Eleanor,		Sydney
24, Emeraldale,		Cardiff
25, Highlander,		New York
Mar.		
3, Prince Amadeo,		Cardiff
6, Francis B. Fay,		Sydney
9, Mabel Clark,		Liverpool
9, Josephine,		Penarth
14, Penarth,		London
14, Berrie Sigelow,		Flushing
19, Landsker,		Liverpool
19, O. L. Pearson,		Newcastle (N.S.W.)
19, Allos D. Cooper,		Penarth
20, S. Vanghan,		Cardiff
20, Albany Lale,		Newcastle (N.S.W.)
20, Sontag,		Newcastle (N.S.W.)
28, Ridsman,		Newcastle (N.S.W.)
28, Orade,		Liverpool
29, Manilla II,		Cardiff
30, Bristolian (s.),		Antwerp
30, Imbat (s.),		London
Apr.		
6, Maritime Union,		Cardiff
10, Petrolus (s.),		Liverpool
LOADING FOR CHINA AND JAPAN PORTS.		
At London.—Steamers via Suez Canal.		

Mails.

NOTICE.
COMPAGNIE DES MESSAGERIES
PAQUEBOTS-POSTES FRANÇAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE,
ADEN, SUEZ, ISMAILIA, PORT
SAID, NAPLES, AND
MARSEILLES;
Also,
PONDICHERY, MADRAS, CAL-
CUTTA, AND BOMBAY.

ON SATURDAY, the 25th May,
1878, at Noon, the Company's S. S.
TIGRE, Commandant LORRE, with
MALE PASSENGERS, STEWARDS,
AND CARGO, will leave this Port for the
above places.
Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.
Cargo will be received on board until
4 p.m., Specie and Parcels until 3 p.m.
on the 24th May, 1878. (Parcels are
not to be sent on board; they must be left
at the Agency's Office.)
Contents and value of Packages are re-
quired.
For further particulars, apply at the
Company's Office.
H. DE POUEY,
Agent.
Hongkong, May 15, 1878. my25

Occidental & Oriental Steam-
Ship Company.

TAKING THROUGH CARGO AND
PASSENGERS FOR THE UNITED
STATES AND EUROPE,
IN CONNECTION WITH THE
CENTRAL

and
UNION PACIFIC AND CONNECTING
RAILROAD COMPANIES

ATLANTIC STEAMERS:

THE S. S. "BELGIO" will be de-
spatched for San Francisco via Yokohama,
on TUESDAY, the 28th May,
at 3 p.m., taking Cargo and Passengers for
Japan, the United States and Europe.
Connection is made at Yokohama, with
Steamers from Shanghai.
Freight will be received on Board until
4 p.m. of the 27th May. PARCEL
PACKAGES will be received at the Office
until 5 p.m. same day; all Parcel Packages
should be marked to address in full; value
of same is required.
A REDUCTION is made on RETURN PAS-
SAGE TICKETS.
SPECIAL REDUCTIONS granted to
Officers of the Army and Navy and to
Members of the Civil and Consular
Services.
For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 37, Queen's Road Central.
G. B. EMORY, Agent.
Hongkong, May 23, 1878. my28



STEAM FOR
Singapore, Penang, Point de Galle,
Aden, Suez, Malta, Brindisi,
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Also,
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Australia.

THE PANAMA AND OCEANIC STEAM
NAVIGATION COMPANY'S Steamship
LOMBARDY, Captain J. OSMAN,
will leave this on SATURDAY, the 1st June,
at Noon.
For further Particulars, apply to
A. LIND, Superintendent.
Hongkong, May 18, 1878. jcl

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer CITY OF
PEKING will be despatched for San
Francisco, via Yokohama, on
the 28th May, at 3 p.m., taking Passengers,
and Freight, for Japan, the United States,
and Europe.
Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States via Over-
land Railways, to Havana, Trinidad, and
Demerara, and to ports in Mexico, Central
and South America, by the Company's and
connecting Steamers.
Through Passage Tickets granted to
England, France, and Germany by all
trans-Atlantic lines of Steamers.
A REDUCTION OF TWENTY PER
CENT on regular rates is granted to
OFFICERS of the ARMY AND NAVY,
and MEMBERS of the CIVIL and
CONSULAR SERVICES in COMMISSION.
Freight will be received on board until
4 p.m., of course. Parcel Packages
will be received at the office until 5 p.m.
same day; all Parcel Packages should be
marked to address in full; value of same
is required.
Consular Invoices to accompany Overland
Cargo should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.
For further information as to Freight
and Passage, apply to the Agency of the
Company, No. 37, Queen's Road Central.
RUSSELL & Co., Agents.
Hongkong, May 20, 1878.

Intimations.

W. BALL.
CHINA DISPENSARY.
IMPORTER OF DRUGS, CHEMICALS,
DRUGGISTS' Sundries, TOILET
REQUISITES, PATENT MEDI-
CINES, AND PERFUMES.
Prescriptions Dispensed with Carefulness,
and Prompt Attention.
PRAYA WEST, HONGKONG,
Near the Canton Steamer's Wharf.
Hongkong, July 13, 1876.

AFONG,
PHOTOGRAPHER,
by appointment, to
H. E. SIR ARTHUR KENNEDY,
H. E. ADMIRAL ALFRED P. RYDER,
and to
H. I. H. THE GRAND DUKE ALEXIS
OF RUSSIA.

HAS on hand the Largest and Best
collection of Views of China, Photo-
graphs of the Ruins and destructions at
Canton, caused by the Tornado of the
11th Instant. Coloured Photographs of
English Ladies, Russia Leather, Velvet,
Morocco, and Carved wood Photographic
Albums; Scrap Books, Armorial Monograms
and Postage Stamp Albums; Frames and
Cases, Gift Moulding for Frames, all of
assorted sizes, tastes and prices.

NOTICE OF REMOVAL.
The above has the pleasure to inform his
numerous Customers and the Public of
Hongkong, that his Photographic Establish-
ment is REMOVED to the Newly-erected
Commodious Building in Queen's Road
Central, next to Messrs SANDER & Co.'s.
Hongkong, April 29, 1878.

Volume Sixth of the
"CHINA REVIEW."

Now Ready.

No. V.—Vol. VI.
—OF THE—
"CHINA REVIEW"
CONTAINS—

Bibliography of the Chinese Imperial Col-
lections of Literature.
Imperial Confucianism.
The Tang Kou Ohl.
Geographical Notes on the Province of
Kiangsi.
Chinese Moral Sayings Compared with
those of the Greek Tragedians.
Translations of Chinese School-books.
Short Notices of New Books and Literary
Intelligences.
Notes and Queries.
Portuguese from Macao in Peking
in the first quarter of the 17th
Century.
Grimm's Laws in Chinese.
Primer of English for Chinese.
Chinese Cloisonné Enamel.
The Chinese Silver Coinage of Tibet.
Use of Bricks.
Opium Eating in China.
The Tai Tribes of Yunnan.
Books Wanted, Exchanges, &c.
China Mail Office,
Hongkong, May 15, 1878.

INSURANCES.

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENTS at all the Treaty Ports of
China and Japan, and at Singapore,
Saidon and Penang.
Claims accepted, and Policies of Insurance
granted at the rates of Premium current at
the above mentioned Ports.
NO CHARGE FOR POLICY FEE.
JAS. B. COUGHRAN,
Secretary.
Hongkong, November 1, 1871.

LANCASHIRE INSURANCE
COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Underigned are prepared to grant
Policies against the Risk of FIRE on
Buildings or on Goods stored therein, on
Goods on board Vessels and on Hulls of
Vessels in Harbour, at the usual Terms
and Conditions.
Proposals for Life Assurances will be re-
ceived, and transmitted to the Directors
for their decision.
If required, protection will be granted on
first class Lives up to £1000 on a Single
Life.

For Rates of Premiums, forms of pro-
posals or any other information, apply to
ARNOLD, KARRING & Co.,
Agents Hongkong & Canton.
Hongkong, January 4, 1867.

QUEEN FIRE INSURANCE
COMPANY.

THE Underigned are prepared to grant
Policies against Fire to the extent of
£50,000 on Buildings, or on Goods stored
therein, at current local rates, subject to a
Discount of 20% on the Premium.

NORTON & Co.,
Agents.
Hongkong, January 1, 1874.

Insurance.

**YANGTZE INSURANCE ASSO-
CIATION.**
CAPITAL—Fully Paid-up—Tls. 420,000
PERMANENT RESERVE—230,000
SPECIAL RESERVE FUND—100,000
Total Capital and Reserves—Tls. 750,000
Bonds this date.

Directors:
K. R. FONG, Esq., Chairman,
M. P. KWAN, Esq., C. L. KWAN, Esq.,
C. K. KWAN, Esq., C. L. KWAN, Esq.,
Secretaries:
Messrs. RUSSELL & Co., Shanghai
London Bankers:
Messrs. BARNES, BROTHERS & Co.
Agents in:
HONGKONG, LONDON, SAN FRANCISCO, and
the Principal Ports in the East.

POLICIES granted on Marine Risks to
all parts of the World, at current
rates.
Subject to a charge of 12% for interest
on Shareholders' Capital, ALL THE PROFITS
OF THE UNDERWRITING BUSINESS will be
annually distributed among all Contribu-
tors of Business in proportion to the
premium paid by them.

RUSSELL & Co.,
Agents.
Hongkong, May 10, 1878.

**CHINESE INSURANCE COMPANY.
LIMITED.**

NOTICE.

POLICIES granted at current rates on
Marine Risks to all parts of the World.
In accordance with the Company's Articles
of Association, Two-thirds of the Profits
are distributed annually to Contributors,
whether Shareholders or not, in proportion
to the amount of Premiums contributed
by each, the remaining third being carried
to Reserve Fund.
OLYMPIAN & Co.,
General Agents.
Hongkong, April 17, 1873.

ROYAL INSURANCE COMPANY.

THE Underigned, Agents for the above
Company, are prepared to grant in-
surances at current rates.

MELCHERS & Co.,
Agents, Royal Insurance Company.
Hongkong, October 27, 1874.

**NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.**

Incorporated by Royal Charter and
Special Acts of Parliament.

ESTABLISHED 1809.
CAPITAL £2,000,000.

THE Underigned, Agents at Hongkong
for the above Company, are prepared
to grant Policies against FIRE, to the
extent of £10,000 on any Building, or
on Merchandise in the same, at the
usual Rates, subject to a discount of 20
per cent.
GILMAN & Co.,
Agents.
Hongkong, July 6, 1876.

**SHEONG ON FIRE INSURANCE
COMPANY, LIMITED.**

CAPITAL ONE MILLION DOLLARS.

Directors:
KWOK ACHONG, Merchant.
FANG YIM, Merchant.
HO HAM, of Hop Yik Chan, Merchant.
LOO YEE, of the Yee On Hong, Merchant.
LEE KONG, of Lai Hing Yim, Merchant.
CHONG SING YONG, Merchant.
CHOW CHAN, Merchant.

Manager—HO AMEL.

POLICIES against FIRE granted on
BUILDINGS and on Goods stored
therein at CURRENT RATES, subject to
Discount of 20% on the Premium.
OFFICE, Nos. 8 and 9, Praya West.
Hongkong, August 23, 1877. an28

**THE LONDON ASSURANCE
COMPANY.**

INCORPORATED BY ROYAL CHARTER
of
His Majesty King George The Third,
A. D. 1720.

THE Underigned having been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows—
Marine Department.
Policies at current rates payable either
here in London or at the principal Ports
of India, China and Australia.
Fire Department.
Policies issued for long or short periods at
current rates. A discount of 20% allowed.
Life Department.
Policies issued for sums not exceeding
£5,000 at reduced rates.

HOLLIDAY, WISE & Co.,
Hongkong, July 26, 1872.

**MANCHESTER FIRE ASSURANCE
COMPANY OF MANCHESTER
AND LONDON.**

THE Underigned have been appointed
Agents for the above Company at
Hongkong, Canton, Foochow, Shanghai
and Hankow, and are prepared to grant
Insurances at current rates.

HOLLIDAY, WISE & Co.,
Hongkong, October 14, 1868.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island, and proceeding in the following order:—1. Near the Kowloon shore, and those in the body of the Harbour; 2. From Green Island to the Gas Works; 3. From the Gas Works to the Novelty Iron Works; 4. From the Novelty Iron Works to the Harbour Master's Office; 5. From P. and O. Co.'s Office to Peddar's Wharf; 6. From Peddar's Wharf to the Naval Yard; 7. From the Naval Yard to the Pier; 8. From the Pier to East Point.

Vessel's Name	Flag	Tons	Date of Arrival	Consignee or Agents	Destination	Remarks
Steamers						
Agassiz	Brit.	826	May 22	Holliday, Wise & Co.	Yokohama & Higo	At anchor
Albion	Brit.	1179	May 22	Wm. Pustan & Co.	Shanghai	At anchor
Amoy	Brit.	568	May 22	13 Blythe & Co.	For Sale	At anchor
Argentine	Brit.	918	May 22	Jardine, Matheson & Co.	Shanghai	At anchor
Belgion	Brit.	1718	May 22	O. S. S. Co.	Shanghai	At anchor
Bellona	Ger.	1420	May 22	Wm. Pustan & Co.	Shanghai	At anchor
Bombay	Brit.	740	May 22	12 Kwok Ahseong	Shanghai	At anchor
Calcutta	Brit.	1303	May 22	Jardine, Matheson & Co.	Shanghai	At anchor
Canby	Brit.	95	May 22	12 Kwok Ahseong	Shanghai	At anchor
City of Peking	Andr.	5079	May 22	P. M. S. S. Co.	Shanghai	At anchor
Cyprien	Brit.	1288	May 22	Gibb, Livingston & Co.	Shanghai	At anchor
Dago	Brit.	1239	May 22	Meyer & Co.	Shanghai	At anchor
Elgin	Brit.	900	May 22	Jardine, Matheson & Co.	Shanghai	At anchor
Emeralda	Brit.	395	May 22	Russell & Co.	Shanghai	At anchor
Fame	Brit.	117	May 22	H. K. & W'poo Dock Co.	Shanghai	At anchor
Fatchoy	Brit.	153	May 22	G. MoBain	Shanghai	At anchor
Fitzpatrick	Brit.	597	May 22	Get Chong Hong	Shanghai	At anchor
Fuyow	Brit.	950	May 22	C. M. S. N. Co.	Shanghai	At anchor
Historian	Brit.	1201	May 22	Jardine, Matheson & Co.	Shanghai	At anchor
Java	Brit.	886	May 22	Wm. Pustan & Co.	Shanghai	At anchor
Klenchow	Brit.	1036	May 22	Kwok Ahseong	Shanghai	At anchor
Lorne	Brit.	1209	May 22	Malchers & Co.	Shanghai	At anchor
Malacca	Brit.	1559	May 22	O. S. S. Co.	Shanghai	At anchor
Menelaus	Brit.	993	May 22	Yusen Fm. Hong	Shanghai	At anchor
Rajanathanhar	Brit.	997	May 22	Jardine, Matheson & Co.	Shanghai	At anchor
Son Gull	Span.	195	May 22	Vogel, Hagedorn & Co.	Shanghai	At anchor
Statogoon	Brit.	1511	May 22	Jardine, Matheson & Co.	Shanghai	At anchor
State of Alabama	Foh.	2051	May 22	Messageries Maritimes	Shanghai	At anchor
Tigre	Foh.	1000	May 22	Messageries Maritimes	Shanghai	At anchor
Volga	Brit.	559	May 22	Douglas Laprak & Co.	Shanghai	At anchor
Yesso	Span.	651	May 22	Landstein & Co.	Shanghai	At anchor
Zamboanga	Brit.	393	May 22	Borneo Co., Limited	Shanghai	At anchor
Sailing Vessels						
Aldebaran	Brit.	308	May 22	11 Captain	Shanghai	At anchor
Alex. Newton	Brit.	325	May 22	Eduard Schellhass & Co.	Shanghai	At anchor
Anna Steben	Ger.	947	May 22	Carlowitz & Co.	Shanghai	At anchor
Arcola	Brit.	367	May 22	Stemsen & Co.	Shanghai	At anchor
August Friedrich	Brit.	341	May 22	Eduard Schellhass & Co.	Shanghai	At anchor
Bonita	Brit.	739	May 22	Arnold, Karberg & Co.	Shanghai	At anchor
Borneo	Brit.	394	May 22	Russell & Co.	Shanghai	At anchor
Brisbane	Brit.	696	May 22	Stemsen & Co.	Shanghai	At anchor
Carl Ritter	Brit.	438	May 22	Olyphant & Co.	Shanghai	At anchor
Carmelita & Ida	Brit.	681	May 22	Stemsen & Co.	Shanghai	At anchor
Ceylon	Brit.	368	May 22	Carlowitz & Co.	Shanghai	At anchor
Condor	Brit.	668	May 22	Carlowitz & Co.	Shanghai	At anchor
Cruiser	Brit.	795	May 22	Vogel, Hagedorn & Co.	Shanghai	At anchor
Devana	Brit.	1181	May 22	Wielor & Co.	Shanghai	At anchor
Elcano	Brit.	312	May 22	Wielor & Co.	Shanghai	At anchor
Elise	Brit.	385	May 22	Wielor & Co.	Shanghai	At anchor
Falmes	Brit.	283	May 22	Wielor & Co.	Shanghai	At anchor
Fommes	Brit.	757	May 22	Wielor & Co.	Shanghai	At anchor
Forward	Brit.	889	May 22	Wielor & Co.	Shanghai	At anchor
Francis B. Fay	Brit.	678	May 22	Douglas Laprak & Co.	Shanghai	At anchor
Frank Martin	Brit.	639	May 22	Russell & Co.	Shanghai	At anchor
Genevieve	Brit.	656	May 22	Landstein & Co.	Shanghai	At anchor
Golden Spur	Brit.	1576	May 22	Meyer & Co.	Shanghai	At anchor
Great Admiral	Brit.	1081	May 22	Russell & Co.	Shanghai	At anchor
H. G. Johnson	Brit.	438	May 22	Vogel, Hagedorn & Co.	Shanghai	At anchor
Holms	Brit.	444	May 22	Carlowitz & Co.	Shanghai	At anchor
Hermann	Brit.	522	May 22	Wielor & Co.	Shanghai	At anchor
Hotspur	Brit.	464	May 22	Wielor & Co.	Shanghai	At anchor
Iphigenia	Brit.	504	May 22	Douglas Laprak & Co.	Shanghai	At anchor
Jessie Jamieson	Brit.	275	May 22	Arnold, Karberg & Co.	Shanghai	At anchor
Jessie McDonald	Brit.	580	May 22	Rozario & Co.	Shanghai	At anchor
Kate Waters	Brit.	282	May 22	Chinese	Shanghai	At anchor
Maunel	Brit.	425	May 22	Carlowitz & Co.	Shanghai	At anchor
Marte Louise	Brit.	251	May 22	Carl K. Stevens & Co.	Shanghai	At anchor
Netherlon	Brit.	711	May 22	Chinese	Shanghai	At anchor
Norseman	Brit.	1374	May 22	Russell & Co.	Shanghai	At anchor
North Star	Brit.	217	May 22	Remedios & Co.	Shanghai	At anchor
Nuevo Constante	Brit.	799	May 22	Butterfield & Swire	Shanghai	At anchor
Pyraia	Brit.	986	May 22	Wielor & Co.	Shanghai	At anchor
P. J. Carleton	Brit.	392	May 22	Wielor & Co.	Shanghai	At anchor
Papa	Brit.	276	May 22	Wielor & Co.	Shanghai	At anchor
Peri	Brit.	476	May 22	Wielor & Co.	Shanghai	At anchor
Prosperity	Brit.	1360	May 22	Borneo Company, Limited	Shanghai	At anchor
R. B. Fuller	Brit.	1115	May 22	P. & O. S. N. Co.	Shanghai	At anchor
Regulus	Brit.	611	May 22	Vogel, Hagedorn & Co.	Shanghai	At anchor
Rosetta McNeil	Brit.	1418	May 22	Butterfield & Swire	Shanghai	At anchor
Sacramento	Brit.	933	May 22	Butterfield & Swire	Shanghai	At anchor
Sarah Nicholson	Brit.	539	May 22	Tack Mee	Shanghai	At anchor
Siamese Crown	Brit.	702	May 22	Meyer & Co.	Shanghai	At anchor
Silas Fish	Brit.	516	May 22	Douglas Laprak & Co.	Shanghai	At anchor
St. Harry Parkes	Brit.	287	May 22	Carlowitz & Co.	Shanghai	At anchor
St. Anne	Brit.	387	May 22	Carlowitz & Co.	Shanghai	At anchor
Sully	Brit.	1090	May 22	Russell & Co.	Shanghai	At anchor
Sumatra	Brit.	838	May 22	Wielor & Co.	Shanghai	At anchor
Thomas Ball	Brit.	645	May 22	Russell & Co.	Shanghai	At anchor
Thomas Fletcher	Brit.	1270	May 22	Russell & Co.	Shanghai	At anchor
Titan	Brit.	591	May 22	Eduard Schellhass & Co.	Shanghai	At anchor
Wm. Phillips	Brit.	229	May 22	Wielor & Co.	Shanghai	At anchor
Yuzuki	Brit.	302	May 22	Malchers & Co.	Shanghai	At anchor
Yuzuki	Brit.	782	May 22	Stemsen & Co.	Shanghai	At anchor
Yuzuki	Brit.	352	May 22	Landstein & Co.	Shanghai	At anchor
Yuzuki	Brit.	1087	May 22	Stemsen & Co.	Shanghai	At anchor
Yuzuki	Brit.	353	May 22	Eduard Schellhass & Co.	Shanghai	At anchor
Yuzuki	Brit.	8900	May 22	Olyphant & Co.	Shanghai	At anchor
WEANFOA						
Atalanta	Ger.	782	May 22	Stemsen & Co.	Shanghai	At anchor
Charles Mooreau	Foh.	352	May 22	Landstein & Co.	Shanghai	At anchor
Egoria	Ger.	1087	May 22	Stemsen & Co.	Shanghai	At anchor
Hail Columbia	Am. Sm. co.	353	May 22	Eduard Schellhass & Co.	Shanghai	At anchor
Perusia	Bel.	8900	May 22	Olyphant & Co.	Shanghai	At anchor
CANTON						
Amoy	Brit.	814	May 22	Stemsen & Co.	Shanghai	At anchor
Boston	Brit.	784	May 22	Stemsen & Co.	Shanghai	At anchor
Calcutta	Brit.	814	May 22	Stemsen & Co.	Shanghai	At anchor
Chong	Brit.	814	May 22	Stemsen & Co.	Shanghai	At anchor
City of Peking	Brit.	814	May 22	Stemsen & Co.	Shanghai	At anchor
Cyprien	Brit.	814	May 22	Stemsen & Co.	Shanghai	At anchor
Dago	Brit.	814	May 22	Stemsen & Co.	Shanghai	At anchor
Elgin	Brit.	814	May 22	Stemsen & Co.	Shanghai	At anchor
Emeralda	Brit.	814	May 22	Stemsen & Co.	Shanghai	At anchor
Fame	Brit.	814	May 22	Stemsen & Co.	Shanghai	At anchor
Fatchoy	Brit.	814	May 22	Stemsen & Co.	Shanghai	At anchor
Fitzpatrick	Brit.	814	May 22	Stemsen & Co.	Shanghai	At anchor
Fuyow	Brit.	814	May 22	Stemsen & Co.	Shanghai	At anchor
Historian	Brit.	814	May 22	Stemsen & Co.	Shanghai	At anchor
Java	Brit.	814	May 22	Stemsen & Co.	Shanghai	At anchor
Klenchow	Brit.	814	May 22	Stemsen & Co.	Shanghai	At anchor
Lorne	Brit.	814	May 22	Stemsen & Co.	Shanghai	At anchor
Malacca	Brit.	814	May 22	Stemsen & Co.	Shanghai	At anchor
Menelaus	Brit.	814	May 22	Stemsen & Co.	Shanghai	At anchor
Rajanathanhar	Brit.	814	May 22	Stemsen & Co.	Shanghai	At anchor
Son Gull	Brit.	814	May 22	Stemsen & Co.	Shanghai	At anchor
Statogoon	Brit.	814	May 22	Stemsen & Co.	Shanghai	At anchor
State of Alabama	Brit.	814	May 22	Stemsen & Co.	Shanghai	At anchor
Tigre	Brit.	814	May 22	Stemsen & Co.	Shanghai	At anchor
Volga	Brit.	814	May 22	Stemsen & Co.	Shanghai	At anchor
Yesso	Brit.	814	May 22	Stemsen & Co.	Shanghai	At anchor
Zamboanga	Brit.	814	May 22	Stemsen & Co.	Shanghai	At anchor